

## Planning Areas D and E

### Overview and Contents

Notes

Planning Area D will flank the north and south sides of a Coyote Creekside Park and is located between Monterey Road and the Coyote Creek County Park. It provides local pedestrian, equestrian, and bicycle connection for all of Coyote Valley to Coyote Creek County Park via an underpass (under Monterey Road and the railroad tracks) at Laguna Avenue. Its chief asset is its exposure to the Coyote Creek County Park and trail system and its neighborhood entries and primary circulation celebrate this. This area is planned to include an elementary school within safe walking distance of neighborhood homes and within safe biking distance of Planning Areas C, D and E along a creek side bike path and is characterized by predominately residential development with some mixed-use development, buffering workplace uses to the north and south.

Planning Area E is located between Monterey Road and the Coyote Creek County Park and is to the south of the Coyote Valley Parkway's southern over-crossing and U.S.101 connection. Like Planning Area D it enjoys a strong exposure to the Coyote Creek County Park and trail system, and its neighborhood entry celebrates this. This area may incorporate a more casual and rural architectural vernacular as it transitions to the Greenbelt area.

#### Overall Development Program

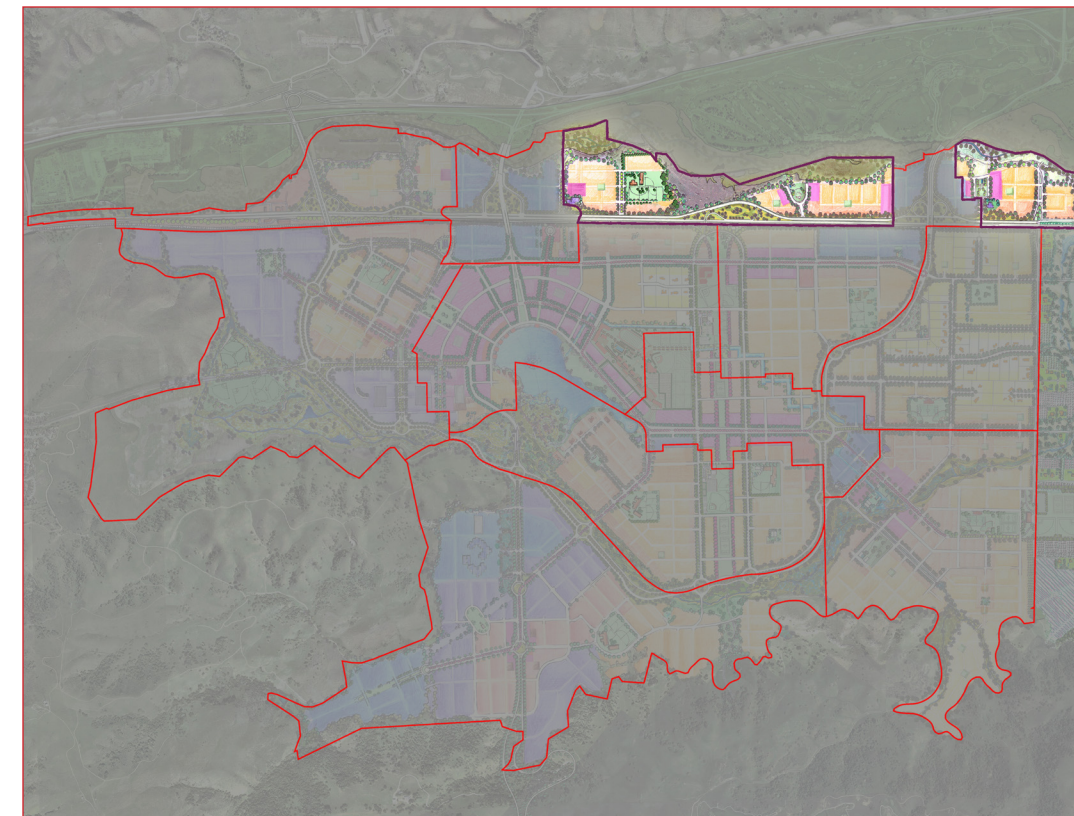
##### Planning Area D

Expected Industry Driving jobs .....	207
Required Minimum Workspace for Industry Driving Jobs.....	62,107 sq.ft.
Required Minimum Residential Units .....	988
Required Minimum Ground Floor Retail and Commercial Space.....	62,109 sq.ft.

##### Planning Area E

Expected Industry Driving jobs .....	99
Required Minimum Workspace for Industry Driving Jobs.....	29,703 sq.ft.
Required Minimum Residential Units .....	464
Required Minimum retail and commercial space.....	8,101 sq.ft.

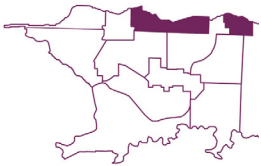
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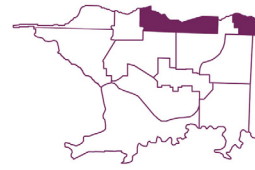


# Planning Areas D and E

## Urban Design Overview







# Planning Areas D and E

## Urban Design Overview

Notes

### Coyote Creek County Park

A small frontage road and multi-purpose trail along Coyote Creek County Park serves to link the communities on the east side of Monterey Road. East of this frontage road, access to the Coyote Creek County Park lands provides a substantial open space amenity for these neighborhoods.

### Residential

Key concepts for residential development includes: buffering landscape and uses (i.e. garages and carports) between residents and Monterey Road; a neighborhood park at the crossing of the communities primary east/ west and north/south streets that leads to the Coyote Creek open space; and a strong pedestrian orientation to the Coyote Creek Count Park frontage road and trail.

### Residential Transitioning to Bailey Avenue Corporate Gateway and Coyote Creek Golf Drive Gateway

Both the northern and southern edge of the residential district within Planning Area D will transition through small mixed-use neighborhood centers to Planning Area B, the Bailey Avenue High Identity Corporate Gateway to the CVSP's core and to Planning Area H, the CVSP's southern gateway.

### CVSP Central Commons Connection to Coyote Creek County Park

The Central Commons underpass under Monterey Road and the rail lines will provide safe and convenient pedestrian, bicycle and vehicular connections for the CVSP areas located westerly of the rail lines with Coyote Creek County Park.

### Residential Transitioning to Coyotte Creek Golf Drive Gateway

The northern edge of the residential district in Planning Area E, will transition through a small mixed-use neighborhood center to Planning Area H CVSP's southern gateway.

### Transitioning to Greenbelt

Planning Area E is the southeastern most urban area in Coyote Valley. It will have an agricultural landscape buffer along the Monterey Road frontage south of a line projected by extending Palm Avenue across Monterey Road and along its southern border.

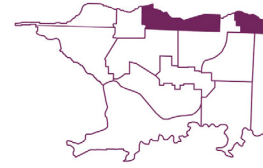
### Elementary School

Elementary schools are considered uniquely important public land use components of CVSP. Their civic stature is celebrated here by this nine-acre school's position near the center of the communities on the east side of Monterey Road. Being located as such assures that its own high community purpose is a recognized part of Coyote Valley citizen's everyday life. It services the longest attendance area, but allows students to access the school without having to cross Monterey Road or the rail lines. Access to the school is provided by the frontage road adjacent to the Coyote Creek County Park. Contributing to the community purpose of the school, the fields will be shared with the City for public park purposes. Adjacent to the school will be a dedicated one-acre public park.

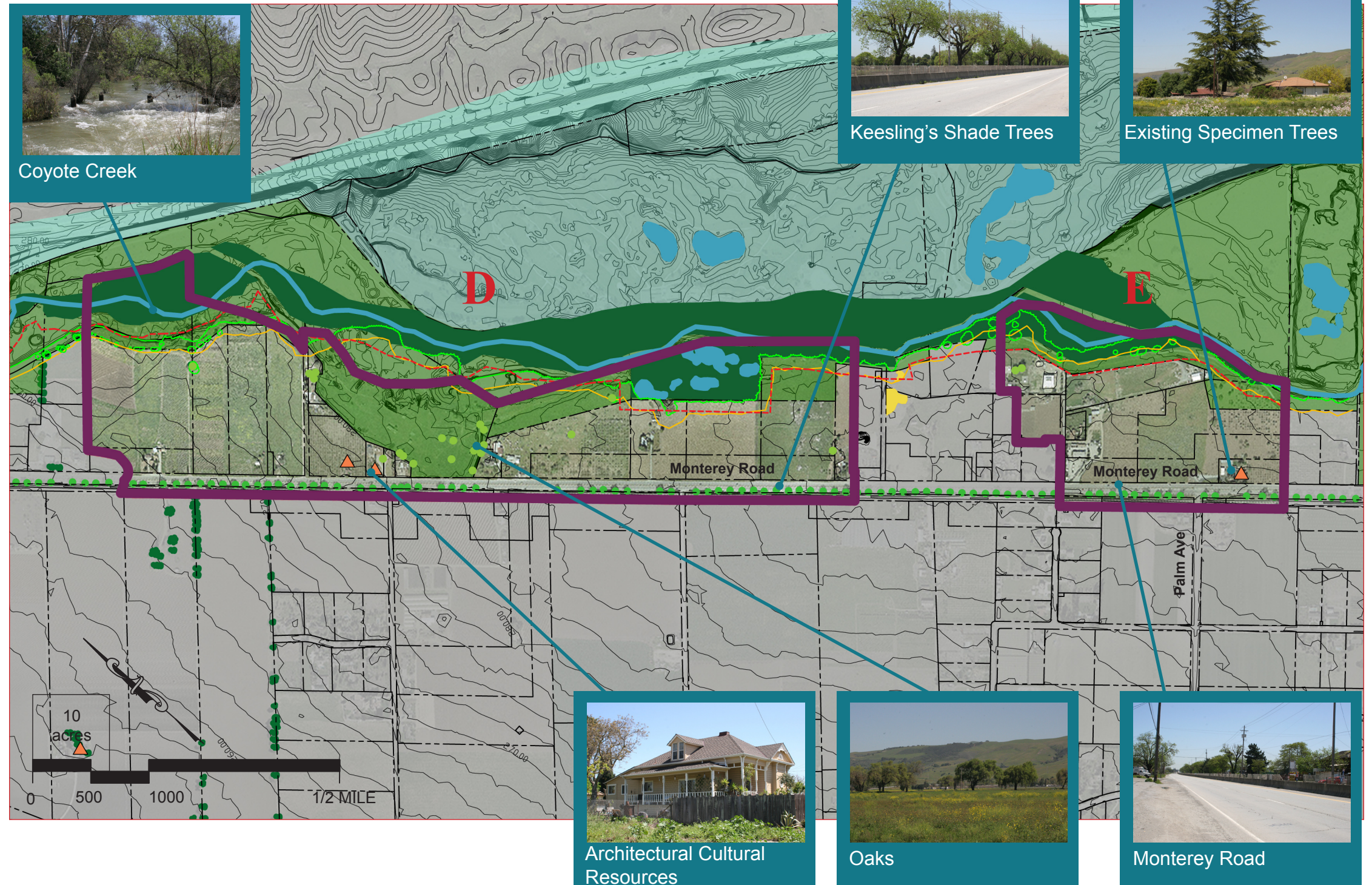


# Planning Areas D and E

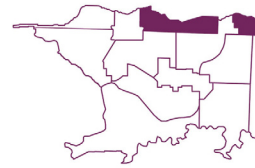
Response to Existing  
Environmental Footprint



Notes







## Planning Areas D and E

### Response to Existing Environmental Footprint

Notes

#### Coyote Creek

Coyote Creek is located within the Coyote Creek County Park as identified by the Santa Clara County Parks and Recreation Department. The Coyote County Park runs south to north along the eastern edge of the urban development area of the CVSP. This corridor contains riparian habitat adjacent to the creek and recreational opportunities.

#### Objective O-1

Preserve and protect Coyote Creek.

#### Objective O-2

Protect existing riparian habitat environment of Coyote Creek.

#### Policy P-1

Require a minimum 100-foot setback from the Coyote Creek Riparian Corridor (defined by both top of bank and edge of any continuous riparian tree canopy).

#### Policy P-2

Require appropriate mitigation for encroachments into the Coyote Creek Riparian Corridor (See Chapters 7 and 9).

#### Policy P-3

Limit non-urban encroachments into the Coyote Creek Riparian Corridor for bio-filtration, additional Coyote Creek County Park trails, flood control access, and recreational access and facility development in cooperation with Santa Clara County Parks and Recreation Department and Santa Clara Valley Water District.

#### Policy P-4

Encourage expansion of the riparian habitat and aesthetics of the Coyote Creek Riparian Corridor area through forestation with a tree and plant palette already present in the Riparian Corridor.

#### Policy P-5

Require a frontage road outside of the riparian setback to separate the Urban Development area from Coyote Creek County Park.

#### Policy P-6

Minimize impact to existing Coyote Creek County Park trail system from the Urban Development area.

#### Depiction D-1

Top of Bank and Edge of Riparian Corridor Delineation; 100-foot setback delineation.

#### Oaks

The age, stature, landmark and environmental quality of large single oaks are an important part of the character of Coyote Valley as they are for much of Northern California.

#### Objective O-1

Protect the historic significance of mature oak trees.

#### Policy P-1

Require existing mature oak specimens to be included in the landscape of urban development.

#### Policy P-2

Require conformance with City of San Jose Tree Ordinance.

#### Depiction D-1

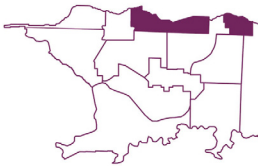
Location of individual oaks within Planning Area D and E by analysis of aerial photos and preliminary site visit.

### POLICIES



# Planning Areas D and E

## Response to Existing Environmental Footprint



### Keesling's Shade Trees

The Keesling's Shade Trees were planted at the turn of the twentieth century by nurseryman Horace Greely Keesling between the railroad and Monterey Road. The trees were planted on approximately 100-foot centers. The row of trees have been designated as local heritage trees by the San Jose Historic Landmarks Commission in 1975 and are California State Points of Interest. The trees have been severely trimmed due to their proximity to the overhead utility lines. As part of the improvements to Monterey Road, the overhead utility lines will be removed, allowing the trees to attain a more natural growth form.

#### Objective O-1

Retain the Keesling's Shade Trees along Monterey Road.

#### Policy P-1

Require the alignment and improvements of Monterey Road to maintain a landscape buffer between the road and the railroad right-of-way of at least 15 feet and incorporate the existing Keesling's Shade Trees within the landscape buffer.

#### Policy P-2

Require the landscaped buffer to be installed in conjunction with adjacent Monterey Road improvements.

#### Policy P-3

Require the removal of the overhead utility lines above the Keesling's Shade Trees.

#### Policy P-4

Require an analysis of the health of the existing trees, remedial maintenance of existing trees, including appropriate trimming, and replacement of dead or dying trees with trees of the same species.

#### Depiction D-1

Plan, detailed 3D plan, section, and example photo of Keesling's Shade Trees and landscape corridor.

### Monterey Road

Monterey Road currently consists of two-lanes in both the north and southbound directions. As a result of traffic accidents in the past a concrete barrier runs down the middle of the road to protect opposing traffic. Monterey Road carries large volumes of traffic between South Santa Clara County and San Jose. Heaviest traffic is found during peak hours, with traffic generally flowing north in the morning and south in the evening. There currently are no street improvements, other than paving for the section of Monterey Road through Coyote Valley.

#### Objective O-1

Maintain Monterey Road as a major north south arterial.

#### Objective O-2

Create a pleasant and safe driving experience for motorist traveling on Monterey Road.

#### Policy P-1

Require Monterey Road to be widened to three lanes in each direction to accommodate anticipated traffic needs.

#### Policy P-2

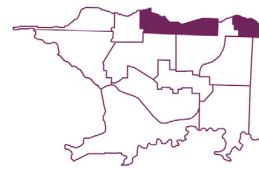
Prohibit expansion of Monterey Road on the west side to protect the Keesling's Shade Trees.

#### Policy P-3

Encourage limited access points onto Monterey Road from properties to the east to reduce traffic conflicts.

## POLICIES





# Planning Areas D and E

## Response to Existing Environmental Footprint

Notes

### Architectural Cultural Resources

Planning Area D contains two potential architectural resources. These resources are the Stevens/Malech House, circa 1892 and the Ketchum/Malech House, circa 1890s. Besides the Owen house in Planning Area C, these two houses are the only surviving 19th century houses in Coyote Valley. The houses are also good examples of Queen Anne Style farmhouses in the area. The two houses, as an ensemble with related landscaping, retain a good level of integrity of design, feeling, setting and association , associated with a rare, surviving 19th century residential enclave in the area.

Planning Area E contains one potential architectural resource, the Barnhart/Saso House. The house retains a high level of integrity from its original construction in 1909. The house is an impressive example of early 20th century residential design, exhibiting features of the then-popular Craftsman and Colonial Revival Styles.

Both Planning Area D and E contain several historic architectural resources that are not considered to be significant or potentially eligible for the California Register or National Register. While not considered to be eligible for the registers, they represent a part of the historic character of Coyote Valley.

#### Objective O-1

Preserve historical architectural resources, to the extent possible.

#### Policy P-1

Encourage the preservation in place or the relocation and preservation of the Stevens/ Malech House, circa 1892 and the Ketchum/Malech House, circa 1890s.

#### Policy P-2

If relocation is determined appropriate, encourage relocation to the Hamlet to enhance the historic character of the area.

#### Policy P-3

Encourage the preservation, in place, of the Barnhart/Saso house, as a significant Craftsman/Colonial Revival house in San Jose.

#### Policy P-4

Based on the Cultural Resources report by Basin Research (February 2006), any construction work within any designated site of significant architectural resources shall require an approved architectural resource impact mitigation program. Such program may include: photo survey, restoration or preservation, historic review and documentation.

#### Depiction D-1

Location of potential historic architectural resources.

### Cultural Resources

Planning Area D and E contain several locations that have been identified as sites of potential historical archeological or Native American resources. The extent and nature of these sites have not been determined.

#### Objective O-1

Understand, preserve and protect Coyote Valley's archaeological and particularly Native American cultural resources as appropriate.

#### Policy P-1

Based on the Cultural Resources report by Basin Research (February 2006), any construction work within any designated site of significant archaeological resources shall require an approved archaeological resource impact mitigation program. Such program may include: excavation and preservation in an appropriate facility and or interment.

#### Policy P-2

Require preparation of an archaeological resource impact mitigation program if archaeological resources are identified outside of known designated sites. Such program may include: excavation and preservation in an appropriate facility and or interment.

#### Depiction D-1

Archaeological mapping is available to appropriately credentialed individuals through the City of San Jose Planning, Building and Code Enforcement Department.

### Existing Specimen Trees

In addition to oaks and the Keesling's Shade Trees, there are other mature trees that exist within this Planning Area.

#### Objective O-1

Preserve existing mature trees.

#### Policy P-1

Require existing specimen trees to be included in the landscape of urban development.

#### Policy P-2

Require conformance with City of San Jose Tree Ordinance.

#### Depiction D-1

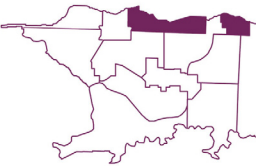
Location of individual specimen trees within Planning Area D and E by analysis of aerial photos and preliminary site visit.

## POLICIES

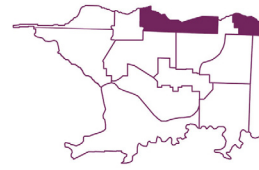


# Planning Areas D and E

Public Realm  
Community Facilities







## Planning Areas D and E

### Public Realm Community Facilities

Notes

The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit within Planning Area D.

#### Elementary School and Public Park

This Planning Area contains one of the community's nine elementary schools. The school will serve students on the east side of Monterey Road in Planning Areas C, D and E. The school will be on a 9-acre school site and will include joint use of its play-fields for public park uses during non-school hours. Since the school fields will not be available during school hours, a one-acre public park will be developed adjacent to but separate from the school.

#### Neighborhood Park

South of the Central Commons connection to Coyote Creek County Park there will be a neighborhood park. This park will be a visual link between Monterey Road and the Coyote Creek County Park. The entrance road to this neighborhood will frame this park.

#### Potential Creekside Staging Area and Boat Launch

Santa Clara County has published a draft document entitled "Coyote Creek Parkway County Park, Integrated Natural Resources Management Plan and Master Plan, Summary of Alternatives". This draft plan designates this County property as:

Monterey Highway Recreation Area, including:

- Area Staging;
- Family and Group Picnic;
- Water and Restrooms;

Coyote Creek Interpretive and Education Center.

Plus (alternative 2):

- Canoe and Kayak access;

Multi-purpose active recreation use area.

While this land is not included in the Public Realm responsibility of the CVSP, it is important to acknowledge the potential development of this area.

#### Coyote Creek County Park Frontage Road Trail

Between CVSP's Urban Development area and Coyote Creek County Park there will be a two-lane frontage road with parking only on the development side of the street. On the park side of the street there will be a joint-use trail that provides for pedestrian, bicycle and equestrian users. This trail will in some case be within the Coyote Creek County Park land and in other cases within the developable area of the CVSP. This trail may be located within the riparian setback area.

The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit within Planning Area E.

#### Neighborhood Park

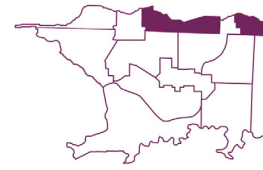
South of Coyote Valley Parkway there will be a neighborhood park. This park will be a visual link between Monterey Road and the Coyote Creek County Park. The entrance road to this neighborhood will frame this park.

#### Coyote Creek County Park Frontage Road Trail

Between CVSP's Urban Development area and Coyote Creek County Park there will be a two-lane frontage road with parking only on the development side of the street. On the park side of the street there will be a joint-use trail that provides for pedestrian, bicycle and equestrian users. This trail will in some case be within the Coyote Creek County Park land and in other cases within the developable area of the CVSP. This trail may be located within the riparian setback area.

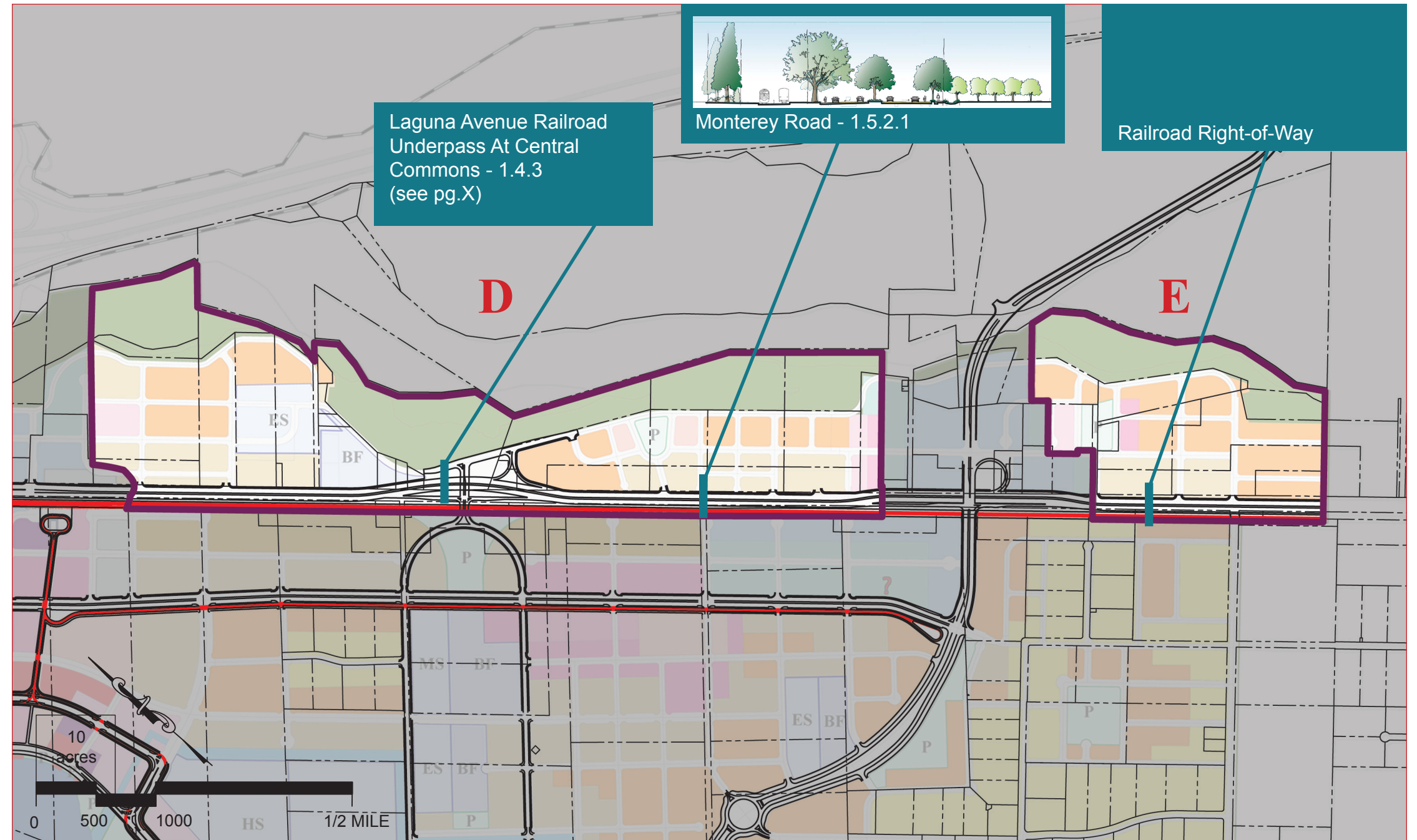


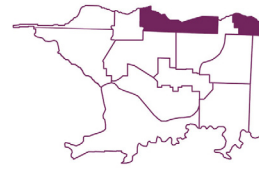
# Planning Areas D and E



Notes

Public Realm  
Roads and Transit





## Planning Areas D and E

### Public Realm Roads and Transit

Notes

The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit within Planning Areas D and E.

#### Laguna Avenue Railroad Underpass At Central Commons

The proposed Laguna Avenue Underpass beneath the UPRR tracks will interconnect developments east and west of Monterey Road near the former Laguna Avenue crossing as described in Section 7.6.4. Monterey Road will be realigned to the east to allow room for southbound ramps to drop down to connect to Laguna Avenue at a signalized intersection. The northbound lanes connect to the underpass through hook ramps intersecting the frontage road on the east side. The proposed grade separation will include two lanes of traffic in each direction, as well as sidewalks and bike lanes. It will include an underpass structure below UPRR and an under-crossing structure under Monterey Road (see typical section 1.4.3.)

#### Monterey Road

Monterey Road will be widened to three lanes in each direction, and traffic signals will be kept to a minimum to maintain capacity for regional north-south traffic as described in Section 7.6.3 and in Planning Area C. In addition to six lanes, Monterey Road will have a curbed median, eight-foot shoulders for bicycles and emergency stops, and a sidewalk along the east side (see typical section 1.5.2.1.) At the Laguna Avenue Underpass, traffic movements are intertwined with the local street network and help connect these neighborhoods to the larger Coyote Valley to the west. Monterey Road will serve a stormwater detention / biofiltration role for areas east of UPRR, with bioswales along the east edge and detention in grade separation loops.

#### Railroad Right-of-Way

The double tracking of the Caltrain line beyond the Coyote Station is not part of the improvements anticipated with the CVSP. However, the reservation of land for future widening of the right-of-way through Coyote Valley, beyond the Coyote Station will need to be provided.

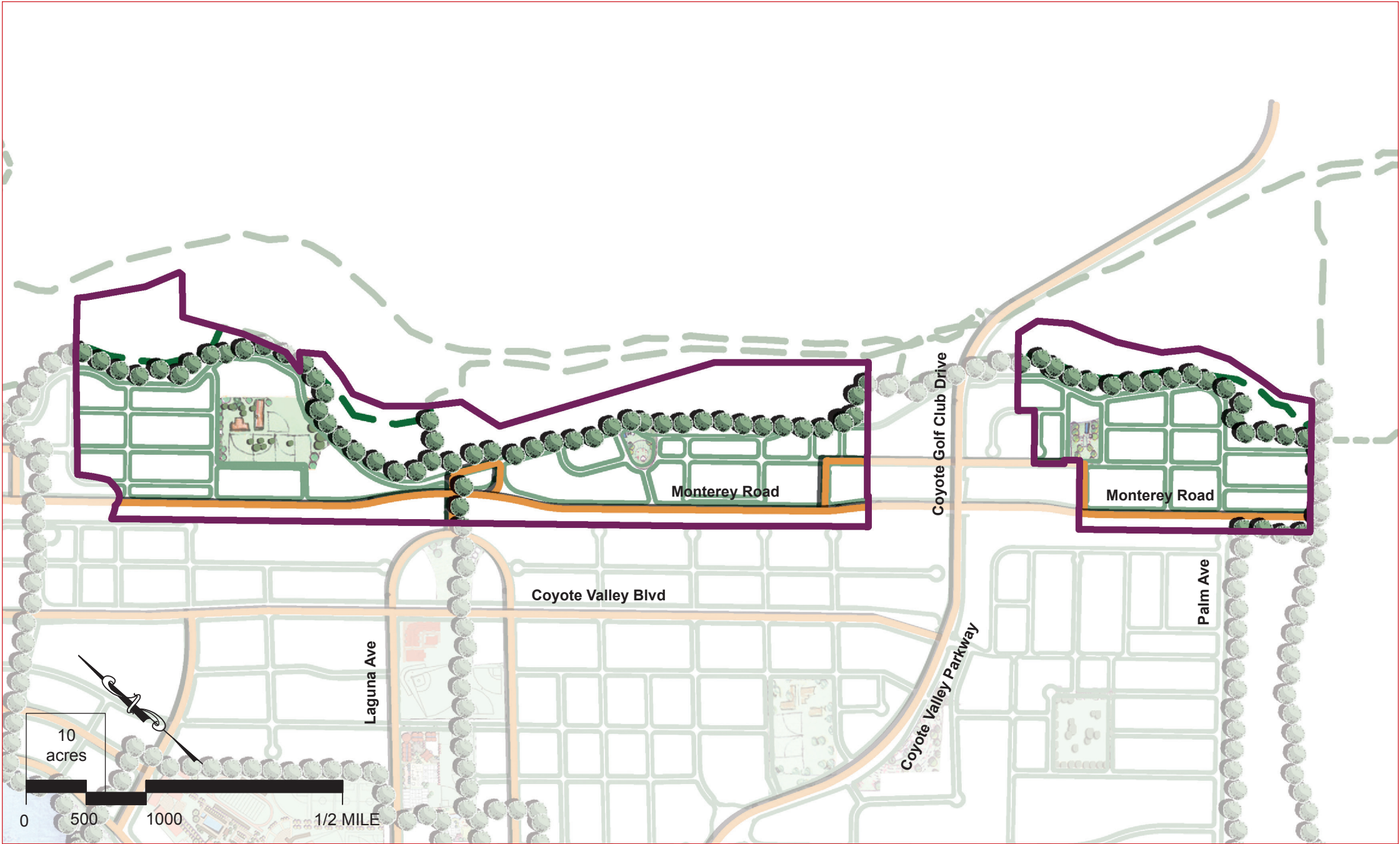
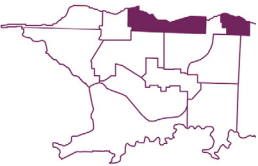


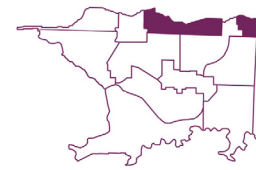
Laguna Avenue Railroad Underpass At Central Commons - 1.4.3



# Planning Areas D and E

Non-Vehicular Circulation





## Planning Areas D and E

### Non-Vehicular Circulation

Notes

#### Legend



In-Valley Multi-Use Trail



Sidewalks



Street with Striped Bike Lanes



Proposed Multi-Use Open Space Trail



Existing Open Space Trail

The CVSP Urban Model conceptually starts addressing mobility from the smallest, most urban and pedestrian friendly component and works up. It concentrates activities and densities within an easy walk to transit. It prioritizes pedestrian safety and friendliness in intersection design. It creates a highly connected neighborhood network and it enhances neighborhood-to-neighborhood connectivity.

As illustrated on the Non-Vehicular Connections Map, the CVSP provides a multitude of opportunities for moving about the community without the need for the private automobile. The non-vehicular network includes: sidewalks, multi-use trails and designated bicycle lanes. At a smaller scale than is shown on this map, a network of paths, paseos, mid-block public walks and plazas will be provided in private developments. These smaller pedestrian connections, in conjunction with those connections shown on the Non-Vehicular Connections Map, will facilitate pedestrian and bicycle accessibility throughout Coyote Valley. This will create a permeable system of connections that provides grade separation for cars, transit, pedestrians, bikes and equestrians through the use of over-crossings, under-crossings, bridges and urban pedestrian-only spaces.

#### Sidewalks

With only a few exceptions, all street sections will include sidewalks on both sides. The exceptions include: the west side of Monterey Road; vehicular bridges over the Monterey Road/railroad corridor where exclusive pedestrian bridges are provided; residential stub streets serving less than ten homes; streets within parking fields; and rural streets.

#### Multi-Use Trails

The CVSP provides over 20 miles of multi-use trails. They are designed to provide a continuous trail network for pedestrians, bicyclists and equestrians in settings that are enjoyable and safe. These multi-use trails include: Fisher Creek, Coyote Creek County Park Trail (within Urban Area), Coyote Valley Parkway, Lake loop-trail, and Urban Canal Park trail.

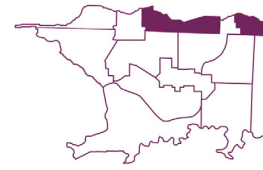
#### Bicycle Lanes

Class II bikeways (bike lanes) are provided on all major roads to provide connectivity throughout Coyote Valley. These exclusive bike lanes are striped between the curb or on-street parking and driving lanes. In addition to these designated bikeways, Class I bikeway (bike paths) are included as part of the multi-use trail network. Class III bikeways (bike routes) are non-designated routes that are shared with pedestrian or motor vehicle traffic.

For a further discussion of the Non-Vehicular Circulation element of the CVSP, see Chapter 6, Section 6.1 of the CVSP.

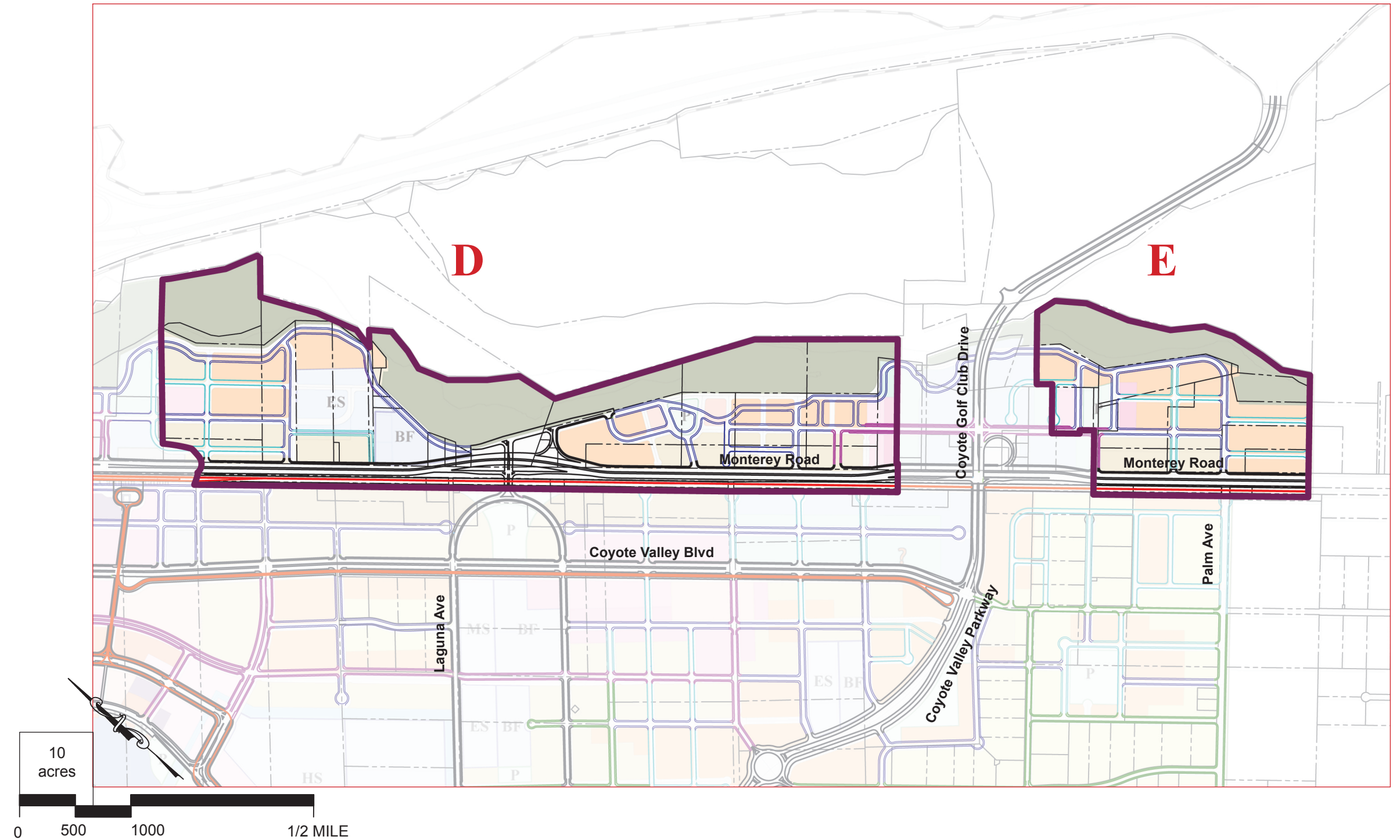


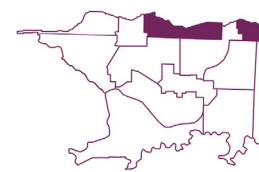
# Planning Areas D and E



Notes

Private Realm  
Connections





# Planning Areas D and E

## Private Realm Connections

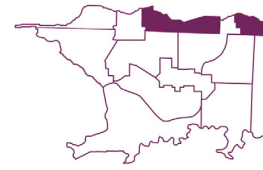
Notes

### Legend

- Public Infrastructure Street Network**  
These streets create the underlying Infrastructure Road Network for Coyote Valley.
- Transit**  
The transit network is formed through the use of fixed transit guideways. These fixed guideway transit corridors will include:
  - Single-side running fixed guideways;
  - Double-side running fixed guideways; and,
  - Transit stops
- Busy Urban Streets**  
These streets are fixed in their locations. They are designed to:
  - Carry fairly high volumes of traffic;
  - Provide alternative routes through Coyote Valley;
  - Integrate with the urban pedestrian experience;
  - Provide primary neighborhood to neighborhood connections; and
  - Provide connections to and aligns on civic focal points and public facilities.
- Neighborhood Through Streets**  
These streets are generally fixed in their locations, but may be modified. They are designed to:
  - Provide connectivity through neighborhoods and across Busy Urban Streets;
  - Carry local neighborhood traffic; and
  - Provides a through street network for in-Valley trips.
- Destinations, Connections and Principles**  
These streets have fixed beginning, destination and property boundary points. They are designed to:
  - Provide routes serving neighborhood and community facilities and destinations.
- Block Principles and Patterns**  
These streets are flexible in their locations. They are designed to:
  - Provide a neighborhood network of through streets;
  - Provide streets encompassing blocks generally not exceeding four-acres in residential and mixed-use areas.

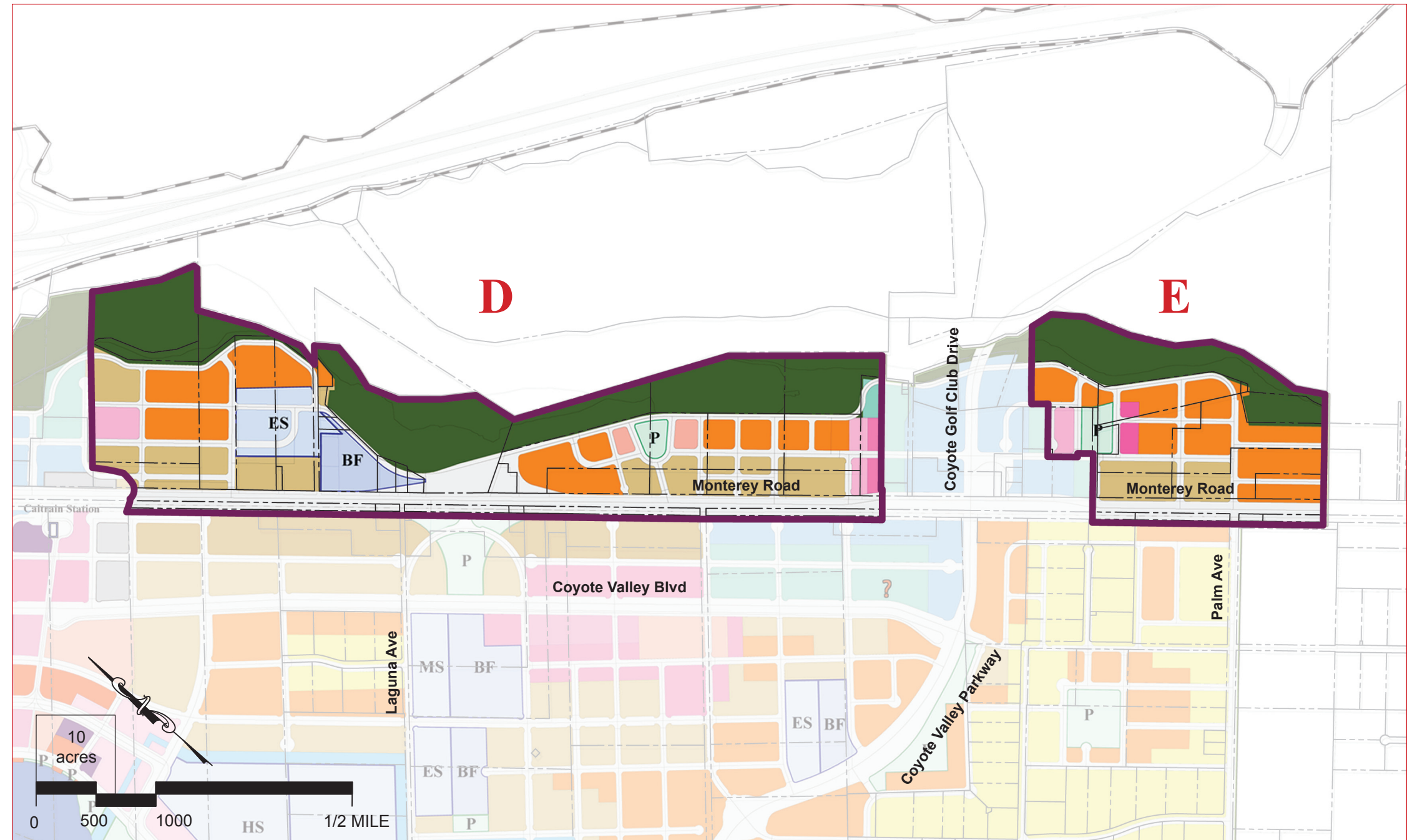


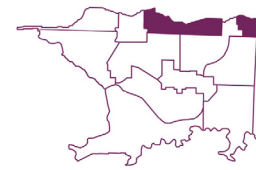
# Planning Areas D and E



Notes

Private Realm  
Land Use





# Planning Areas D and E

## Private Realm Land Use

Notes

### Legend

#### Land Use Designation

#### Residential

- Low Density (5-10 DU/AC)
- Medium Density (10-20 DU/AC)
- Medium High Density (30-45 DU/AC)
- High Density (45-65 DU/AC)
- Mid-Rise (75-100 DU/AC)
- Hi-Rise (100+ DU/AC)

#### Commercial

- Neighborhood Commercial
- Core/Regional Commercial

#### Industrial/Workplace

- Research and Development (0.2 - 0.3 FAR)
- Support Industrial (0.2 - 0.3 FAR)
- Campus Industrial (0.3 - 0.4 FAR)
- Industrial Park/Office (1.0 -1.5 FAR)
- Professional/Administrative Office (1.75 - 9.0 FAR)
- Existing Workplace

#### Mixed-Use

- Live Work/Loft (MU1)
- Office over Commercial (MU2)
- Residential over Optional Office (MU3)
- Residential over Optional Commercial (MU4)
- Hi-Rise Residential over Office (MU5)

#### Open Space

- Open Space
- Coyote Valley Lake
- Urban Canal
- Coyote Creek Park Chain
- Ballfields (Shared Facility)
- Public Parks (>=1 acre)

#### Public

- Educational (Elementary, Middle, High School)
- District Parking
- Public Transit
- R.O.W.
- Public Quasi Public
- Fire Station Locations
- Gavilan Property
- Future Caltrain Station

Located between Monterey Road and Coyote Creek County Park, these neighborhood provides a residential presence to the interface with the creek's open space corridor. Planning Area D is divided into two sections, north and south of land owned by Santa Clara County Parks and Recreation. The County land extends all the way to Monterey Road. To provide a connection between the north and south sides of this neighborhood the frontage road that starts in Planning Area C will continue along the edge of the riparian corridor through Planning Areas D and E.

Within Planning Area D will be one of the CVSP's elementary schools and adjacent neighborhood parks. Surrounding the school to the north will be medium high-density housing, consisting of generally three-story town homes. Between the medium high-density housing and Coyote Creek County Park, medium density two- and three-story single-family detach homes will provide the transition to the open space. To the north is a small office over commercial mixed-use center as a transition to the workplace center in Planning Area B.

The southern portion of Planning Area D and Planning Area E will be similar in density distribution as the northern portion of Planning Area D, with medium and medium high-density single-family homes. The major entry streets leading into these areas will orient to neighborhood parks, which provide visual connections to Coyote Creek County Park. Surrounding the park in Planning Area D is a neighborhood commercial center providing convenience goods and services to this neighborhood.

Providing transitions from these residential neighborhood to the workplace center east of Monterey Road in Planning Area H are mixed-use centers of residential over commercial and office over commercial.

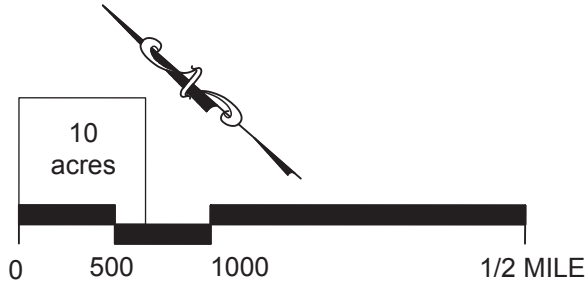
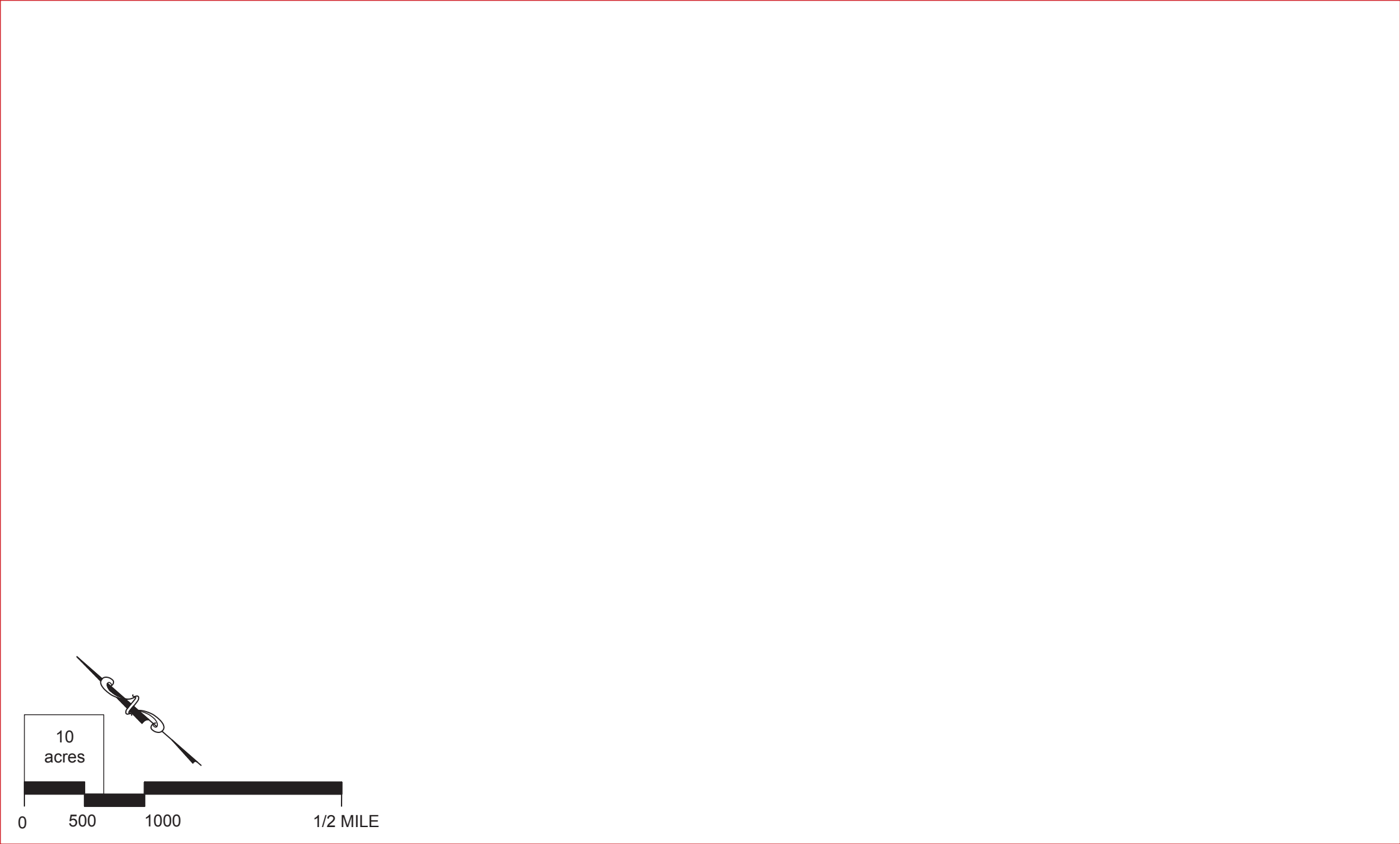
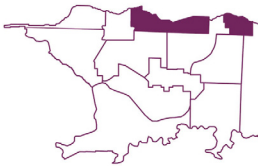
The density closest to Coyote Creek County Park and the Greenbelt willbe at the lower end of the density range as a transition to these adjacent open space areas.

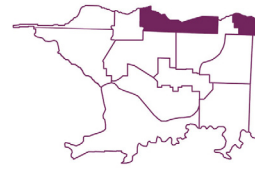
Two entry roads are planned to access Planning Area E. The northern entry will provide access to the workplace center located on either side of Coyote Creek Golf Drive. The southern street entry is opposite Palm Avenue and will tie into the end of the frontage road paralleling the Coyote Creek riparian corridor.



# Planning Areas D and E

Private Realm  
Detailed Land Use





# Planning Areas D and E

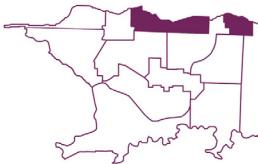
Private Realm  
Detailed Land Use

Notes



# Planning Areas D and E

## Private Realm Residential Building Types



**R-1**  
Multi-family  
**Luxury 22-story high-rise  
apartments or condominiums**  
100 units per acre  
Parking in building



**R-2**  
Multi-family  
**5-9-story mid-rise  
apartments or condominiums**  
75 units per acre  
Parking in building



**R-3**  
Multi-family  
**4-story wood frame  
apartments or condominiums**  
45 units per acre  
Parking below podium or wrapped within building



**R-4**  
Multi-family  
**3-story wood frame  
apartments or condominiums**  
30 units per acre  
Surface parking with carports



**R-5**  
Single-family  
**3-story town homes or  
town home style condominiums**  
22 units per acre  
Private garages



**R-7**  
Single-family  
**3-story single-family  
detached cluster homes**  
14 units per acre  
Private garages



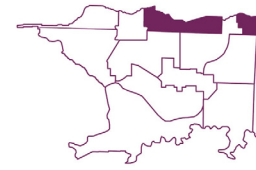
**R-8**  
Single-family  
**2-3-story detached  
cluster or patio homes**  
12 units per acre  
Private garages



**R-9**  
Single-family  
**2-story detached homes**  
10 units per acre  
Private garages



**R-6**  
Single-family  
**2-story single-family edge  
and transition detached estate homes**  
5 units per acre  
Private garages



## Planning Areas D and E

### Private Realm Workplace Building Types

Notes



**W-1**  
Corporate/Technology Office  
**4-story with all onsite surface parking (1 space per job)**  
285 square feet per job  
FAR = 0.39



**W-6**  
Downtown Professional Service Office  
**20-story with off-site district parking (0.6 space per job)**  
285 square feet per job FAR = 8.5



**W-2**  
Corporate/Technology Office  
**7-story with 4-story on-site structured parking (0.66 space per job)**  
285 square feet per job  
FAR = 1.4



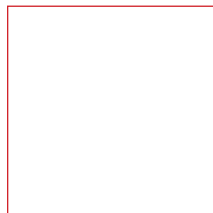
**W-7**  
Downtown Professional Service Office  
**4-story with off-site district parking (0.6 space per job)**  
285 square feet per job  
FAR = 1.75



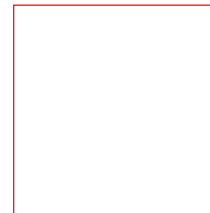
**W-3**  
Corporate/Technology Office  
**2-story with all on-site surface parking (1 space per job)**  
285 square feet per job  
FAR = 0.39



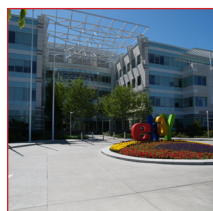
**W-8**  
Downtown Professional Service Office  
**7-story off-site district parking (0.6 space per job)**  
285 square feet per job  
FAR = 3



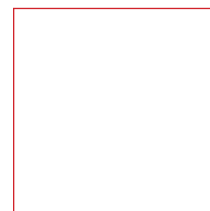
**W-4**  
Research and Development Laboratory  
**1-story with all on-site surface parking (1 space per job)**  
285 square feet per job  
FAR = 0.24



**W-9**  
Light Industrial  
**1-story with all on-site surface parking (1 space per job)**  
500 square feet per job  
FAR = 0.3



**W-5**  
Corporate/Technology Office  
**4-story with 4-story on-site structured parking (0.66 space per job)**  
285 square feet per job  
FAR = 1.04

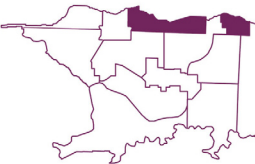


**W-10**  
Manufacturing  
**1-story with all on-site surface parking (0.6 space per job)**  
125 square feet per job  
FAR = 0.2

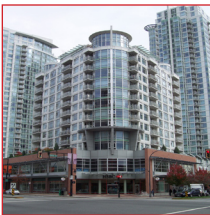


# Planning Areas D and E

## Private Realm Mixed-Use Building Types



**M-1**  
6-story live work loft/town home  
**500 square feet per job**  
District parking for jobs, on-site residential parking  
FAR = 1.4



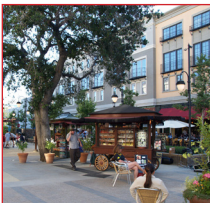
**M-2**  
22-story high-rise  
**18 floors of residential over 4 floors of office**  
**300 square feet per job**  
District parking for jobs, on-site structured parking for residential  
FAR = 3.6



**M-3**  
6-story live work loft/town home  
**500 square feet per job**  
Surface parking for jobs, residential parking in building  
FAR = 1.75



**M-4**  
4-story  
**3 floors office over regional commercial**  
**300 square feet per job**  
All district parking  
FAR = 1.73



**M-5**  
4-story  
**3 floors office over local commercial**  
**300 square feet per job**  
On-site surface parking and street parking  
FAR = 0.4



**M-6**  
4-story  
**3 floors residential over regional commercial**  
District parking for commercial, residential parking in building  
FAR = 1.72



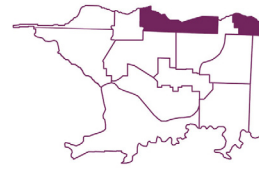
**M-8**  
4-story  
**3 floors residential over optional office**  
1 job per 3 homes (approximately)  
Street parking for office, residential parking in building  
FAR = 1.38



**M-9**  
3-story  
**2 floors residential over optional office**  
**3 jobs per 5 homes**  
Street parking for office, residential parking in building  
FAR = 1.02



**M-7**  
4-story  
**3 floors residential over local commercial**  
Surface and street parking for commercial  
Residential parking in building  
FAR = 1.38

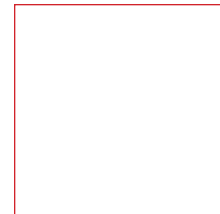


# Planning Areas D and E

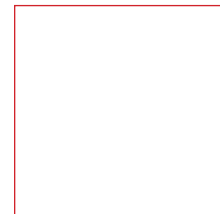
Private Realm  
Retail Building Types

Notes

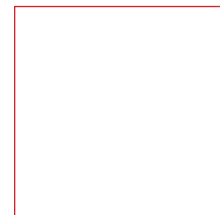
## Local Retail



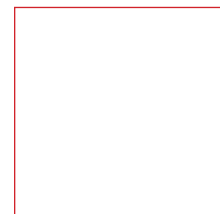
 **LR-1**  
Supermarket



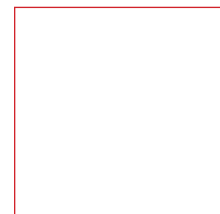
 **LR-2**  
Service Station




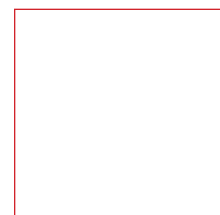
 **LR-3**  
Restaurant



 **LR-4**  
General Retail

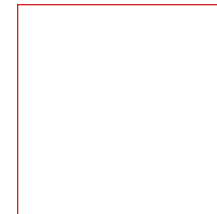


 **LR-5**  
Personal Services

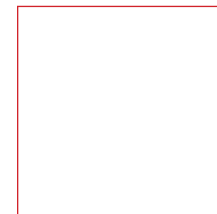


 **LR-6**  
Apparel

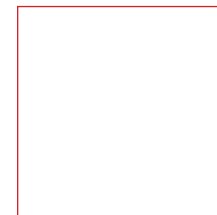
## Regional Retail



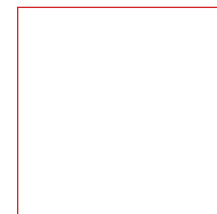
 **LR-7**  
Cinema




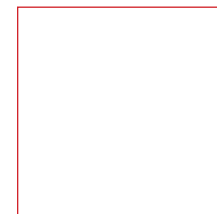
 **RR-1**  
Restaurant



 **RR-2**  
General Retail



 **RR-3**  
Personal Services



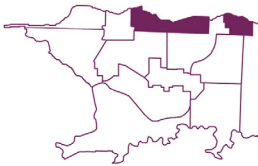
 **RR-4**  
Apparel



 **RR-5**  
Cinema



# Planning Areas D and E



Notes

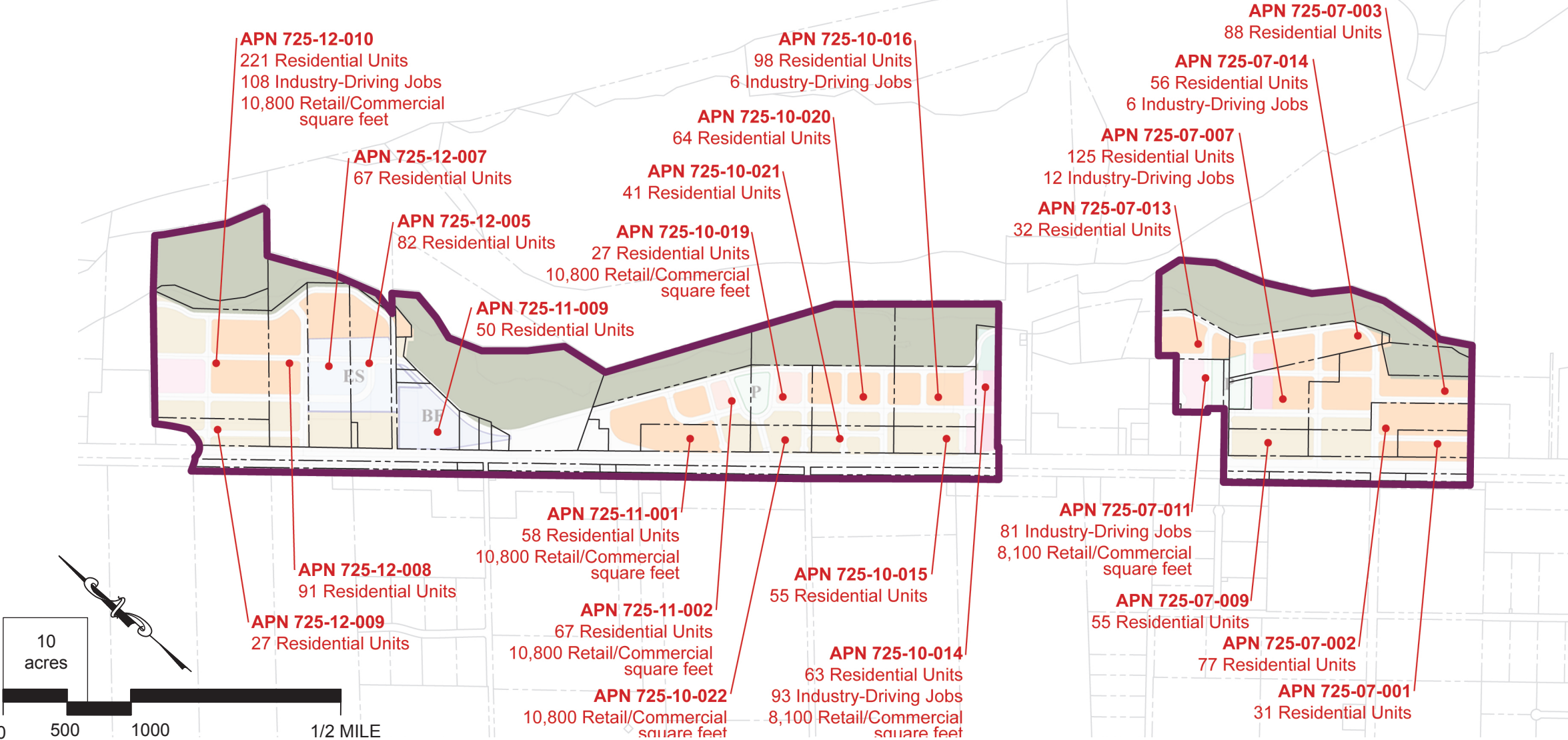
## Private Realm Minimum Development Target

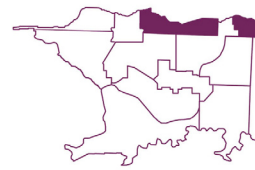
<b>Area D Totals*</b>	
1,011	Residential Units
207	Industry-Driving Jobs
62,100	Retail/Commercial square feet
Black:	Required Development Minimum
Red:	Required Development Allocation Per Parcel

\* Approximate unit, job, and square footage totals shown for targeting purposes only

<b>Area E Totals*</b>	
464	Residential Units
99	Industry-Driving Jobs
8,100	Retail/Commercial square feet
Black:	Required Development Minimum
Red:	Required Development Allocation Per Parcel

\* Approximate unit, job, and square footage totals shown for targeting purposes only





## Planning Areas D and E

### Private Realm Minimum Development Target

Notes

#### Objective

Implementing the Coyote Valley Specific Plan's ultimate goal of 25,000 residential units and 50,000 jobs requires delicately balanced phasing and placement of these two major components. Based on phasing of its underlying infrastructure, the development of any one planning area will be closely monitored, ensuring that certain specific targets are met at a small scale on the way to developing the project's ultimate goals.

#### Breakdown and Distribution of Minimum Development

Residential units, industry-driving jobs and commercial space are distributed across planning areas to designate concentrations of workplace and varying densities of residential development on a neighborhood-by-neighborhood basis. The next step is to break these broad distributions down into a parcel-by-parcel minimum requirement to achieve the ultimate build out as envisioned. Based on a detailed study of building types and distribution of uses, this breakdown confirms that ultimate totals can be met, and also provides an initial suggestion of how much of each type of development must occur on each parcel.

#### Flexibility

Certain frameworks for development have been established and are fixed. Land uses and overall bulk are carefully regulated by the land use plan and form-based zoning code. However, specific implementation strategies are encouraged to seek a variety of densities, unit sizes, and building types. As such, only overall totals per parcel are provided, in hopes of stimulating creative solutions to meeting these targets. Within each parcel, residential units, industry-driving jobs, and commercial space may be arranged in any number of configurations that yield the required totals.

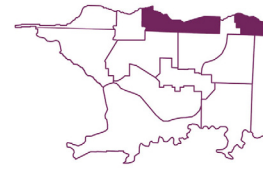
#### Minimum Development Target for Planning Areas D and E

Much like the development of Planning Area C, Planning Areas D and E must take into account several similar important transitions. First, development adjacent to the Coyote Creek County Park open space steps down in scale to two- and three-story single-family residences arranged along a frontage road. Second, adjacent to workplaces found in Planning Areas B and H, higher density residential and mixed-use neighborhoods create transitions to workplace character and allow density to increase in appropriate central locations. Concentrating density in these centers allows for the provision of parks and preservation of open space while achieving minimum development targets for the overall planning area. Third, higher density town homes and apartments will generate a higher density edge closer to the Monterey Road transportation spine. Fourth, Planning Area E provides a transition to the Greenbelt and must step down to the character and density of preserved agricultural land.

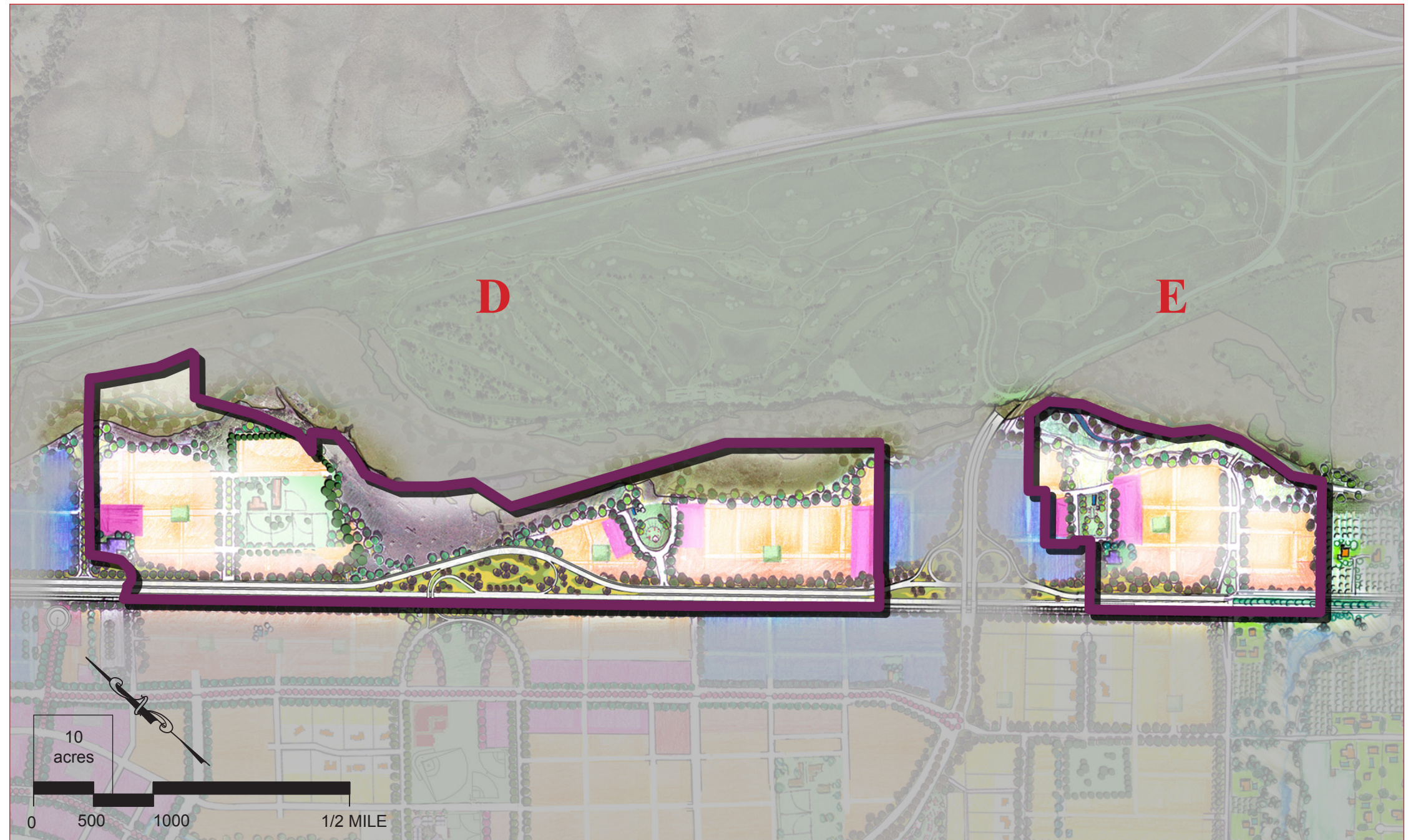


# Planning Areas D and E

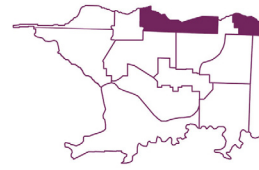
Urban Form



Notes







# Planning Areas D and E

## Urban Form

Notes

### Planning Area D

The following section describes the key land use and urban design objectives and policies that are to shape the pattern of development for Planning Area D.

#### Key Planning Area D Objectives

The Coyote Creekside Park Neighborhood. The objectives of Planning Area D are to: 1) create a mixed-use residential neighborhood centered on Coyote Creekside Park and the Elementary School; 2) provide equestrian, bicycle and pedestrian access to the Coyote Creek County Park and the foothills beyond from the Central Commons for the Coyote Valley Specific Plan area; and 3) define the urban edge of the Coyote Valley Specific Plan area as a compact community.

### Land Use

#### Objective 0-1

##### Compact Community Urban Edge to Coyote Creek County Park

The urban boundary of compact development within the Coyote Valley Specific Plan area shall provide a defined urban edge to preserve and protect the natural scenic beauty and related natural resources of Coyote Creek County Park.

#### Policy P-1

##### Transition in Residential Density and Building Height

Planning Area D Land Use Map, residential building types along the urban edge to Coyote Creek County Park are required to be low density with a maximum building height of two-stories with limited areas of three-stories. Building heights are required to transition from the building types along the Coyote Creek County Park edge to higher density three-story residential building types in the following locations: 1) along Monterey Road, 2) adjacent to the high density workplaces in Planning Areas B and H; and 3) adjacent to the neighborhood park.

#### Policy P-2

##### Vertical Mixed-Use Building Types

Select buildings in the Planning Area D are required to be vertical mixed-use building types.

### Urban Design

Walkable, Transit Accessible Street and Block Pattern

#### Objective 0-2

Maximize transit ridership and the ease of access to transit for pedestrians and bicyclists by creating a highly interconnected network of walkable city blocks that offers multiple routes to and from Planning Areas B and H.

#### Policy P-1

##### Maximum Block Size

To create a highly interconnected street network, location of flexible streets are required to shape development blocks no greater than two and a half acres within Planning Area D. Residential development blocks less than two and a half acres are encouraged throughout Planning Area D.

#### Policy P-2

##### Maximum Block Length

To create a highly interconnected street network block lengths are required to be no greater than 500 feet in length.

#### Policy P-3

##### Alleys and Pedestrian Paths

For residential development blocks alley access and mid-block pedestrian paseos are required for blocks greater than 350 feet in length to increase pedestrian connectivity to park and open space areas.

#### Policy P-4

##### Street Continuity

Flexible streets are required to align and connect to streets that extend to and from Planning Area B and H

### Orientation of Streets and Buildings to Views fo the Coyote Creek County Park

#### Objective 0-3

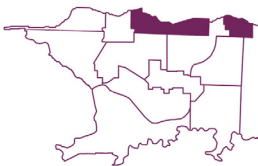
Reinforce public views to Coyote Creek County Park through the alignment and orientation of flexible streets and building frontages.

## POLICIES



# Planning Areas D and E

## Urban Form



### Policy P-1

#### Coyote Creek County Park Edge

A flexible street is required to be located along the edge of Coyote Creek County Park. Development along the park edge is required to face the park and is not permitted to back on-to the park.

### Policy P-2

#### Terminal Vistas to Coyote Creek County Park

Flexible streets intersecting the street along the edge of Coyote Creek County Park are encouraged to have terminal vistas to Coyote Creek County Park.

### Policy P-3

#### Rectangular Street Pattern

Flexible streets located are encouraged to form a pattern of rectangular streets and development blocks that is parallel and perpendicular to the Monterey Road right-of-way. Curvilinear layouts shall be acceptable when designed to interconnect the street network, align adjacent to Coyote Creek County Park and produce terminal vistas to parks and open space. Every effort shall be made to ensure that terminal vistas of streets end in open space views, civic buildings or buildings of architectural interest.

## Vibrant Streets and Public Spaces

### Objective 0-4

Create a rich pedestrian environment that enlivens streets and activates public spaces by providing ground floor uses and street frontages that relate to the unique spatial characteristics of the adjacent Coyote Creek County Park, neighborhood parks and adjacent land uses.

### Policy P-1

#### Required Street Frontage Types

Planning Area D Urban Design Map, Planning Area D is comprised of the street frontage types which describe the required building orientation, ground level use, entries and relationships to the adjacent public spaces and streets:

#### 1. Coyote Creek County Park Frontage

Single family residential buildings located along the Coyote Creek County Park are required to orient building facades to face the park, with entries and porches providing access to the frontage road. Parking is required to be located at the rear of lots.

### 2. Elementary School and Neighborhood Park Frontages

Buildings located along the neighborhood park are required to orient building facades to face the park, with entries and porches providing access to the park. For multi-family residential, frontages are to include residential lobbies with architectural entrances, building common areas, or ground level residential units that are elevated above grade of the adjacent sidewalk with direct access to the street. Parking is required to be located at the rear of lots for both multi-family and single-family residential.

### 3. Residential Neighborhood Frontage to Four-Story Office Uses

To create a civic edge across from office buildings in Planning Areas B and H, residential land uses are to orient residential building types to public streets with a 25-foot landscape front yard setback, with residential facades, entry lobbies and ground floor building common spaces facing, accessible and visible from the street.

### 4. Monterey Road Frontage

Residential uses are to back on to Monterey Road, with a landscape setback of 30 feet. Parking is permitted to be at the rear of lots, with landscape screening parking and buildings from public view.

## Landscape Edges

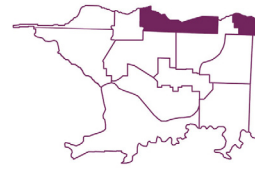
### Objective 0-4

To reinforce the character and spirit of Coyote Creek County Park, landscape around private development shall emphasis native tree, shrubs, and flowers to reduce maintenance and ensure longevity.

### Policy P-1

Landscape plantings shall be utilized to screen buildings in open or prominent areas from significant views or degrade the scenic attractiveness as viewed from public streets or parks. Landscaping shall be compatible with native vegetation.

## POLICIES



# Planning Areas D and E

## Urban Form

Notes

### Planning Area E

The following section describes the key land use and urban design objectives and policies that are to shape the pattern of development for Planning Area E.

#### Key Planning Area E Objectives

The Coyote Creek County Park Neighborhood South. The objectives of Planning Area E are to: 1) create a mixed-use residential neighborhood centered on Coyote Creek County Park; 2) define the urban edge of the Coyote Valley Specific Plan area as a compact community in relationship to Coyote Creek County Park and Greenbelt; and 3) integrate the landscape and open space character of Coyote Creek County Park into the design of the neighborhood.

### Land Use

#### Objective O-1

##### Compact Community Urban Edge to Coyote Creek County Park

The urban boundary of compact development within the Coyote Valley Specific Plan area shall provide a defined urban edge to preserve and protect the natural scenic beauty and related natural resources of Coyote Creek County Park.

#### Policy P-1

##### Transition in Residential Density and Building Height

Per Figure [ ] Planning Area E Land Use Map, residential building types along the urban edge to Coyote Creek County Park are required to be low density with a building height of two-stories and three-stories in limited areas. Building heights are required to transition from the building types along the Coyote Creek County Park edge to higher density three-story residential building types in the following locations: 1) along Monterey Road, 2) adjacent to high density workplace in Planning Area H; and 3) adjacent to the neighborhood park.

#### Policy P-2

##### Vertical Mixed-Use Building Types

Select buildings in the Planning Area E are required to be vertical mixed-use building types.

### Urban Design

#### Walkable, Transit Accessible Street and Block Pattern

#### Objective O-2

Maximize transit ridership and the ease of access to transit for pedestrians and bicyclists by creating a highly interconnected network of walkable city blocks that offers multiple routes to and from Planning Area H.

#### Policy P-1

##### Maximum Block Size

To create a highly interconnected street network, location of flexible streets are required to shape development blocks no greater than two and a half acres within Planning Area E. Residential development blocks less than two and a half acres are encouraged throughout Planning Area E.

#### Policy P-2

##### Maximum Block Length

To create a highly interconnected street network block lengths are required to be no greater than 500 feet in length.

#### Policy P-3

##### Alleys and Pedestrian Paths

For residential development blocks alley access and mid-block pedestrian paseos are required for blocks greater than 350 feet in length to increase pedestrian connectivity to park and open space areas.

#### Policy P-4

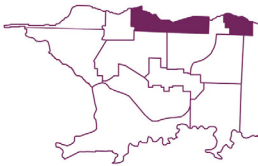
##### Street Continuity

Flexible streets are required to align and connect to streets that extend to and from Planning Areas H and M.

## POLICIES

# Planning Areas D and E

## Urban Form



### Orientation of Streets and Buildings to Views of Coyote Creek County Park

**Objective 0-3**  
Reinforce public views to Coyote Creek County Park through the alignment and orientation of flexible streets and building frontages.

**Policy P-1**  
**Coyote Creek County Park Edge**  
A flexible frontage road is required to be located along the edge of Coyote Creek County Park. Development along the park edge is required to face the park and is not permitted to back on-to the park.

**Policy P-2**  
**Extension of Palm Avenue to Coyote Creek County Park**  
Palm Avenue is required to extend from Monterey Road and terminate at Coyote Creek County Park in order to shape a terminal vista to Coyote Creek County Park.

**Policy P-2**  
**Terminal Vistas to Coyote Creek County Park**  
Flexible streets intersecting the frontage road along the edge of Coyote Creek County Park are encouraged to have terminal vistas to Coyote Creek County Park.

**Policy P-3**  
**Rectangular Street Pattern**  
Flexible streets are encouraged to form a pattern of rectangular streets and development blocks that is parallel and perpendicular to the Monterey Road right-of-way. Curvilinear layouts shall be acceptable when designed to interconnect the street network, align adjacent to Coyote Creek County Park and produce terminal vistas to parks and open space. Every effort shall be made to ensure that terminal vistas of streets end in open space views, civic buildings or buildings of architectural interest.

### Vibrant Streets and Public Spaces

**Objective 0-4**  
Create a rich pedestrian environment that enlivens streets and activates public spaces by providing ground floor uses and street frontages that relate to the unique spatial characteristics of the adjacent Coyote Creek County Park, neighborhood parks and adjacent land uses.

**Policy P-1**  
**Required Street Frontage Types**  
Planning Area E is comprised of the street frontage types which describe the required building orientation, ground level use, entries and relationships to the adjacent public spaces and streets:

**1. Coyote Creek County Park Frontage**  
Single-family residential buildings located along the Coyote Creek County Park are required to orient building facades to face the park, with entries and porches providing access to the frontage road. Parking is required to be located at the rear of lots.

**2. Neighborhood Park Frontages**  
Buildings located along the neighborhood park are required to orient building facades to face the park, with entries and porches providing access to the park. For multi-family residential, frontages are to include residential lobbies with architectural entrances, building common areas, or ground level residential units that are elevated above grade of the adjacent sidewalk with direct access to the street. Parking is required to be located at the rear of lots for both multi-family and single-family residential.

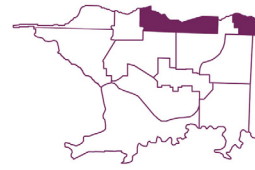
**3. Residential Neighborhood Frontage to Four-Story Office Uses**  
To create a civic edge across from office buildings in Planning Area H, residential land uses are to orient residential building types to public streets with a 25-foot landscape front yard setback, with residential facades, entry lobbies and ground floor building common spaces facing, accessible and visible from the street.

**4. Residential Uses Backing on to Office**  
Residential uses are permitted to back on to office uses, however residential uses are required to be setback from office uses.

**5. Monterey Road Frontage**  
Residential uses are to back on to Monterey Road, with a landscape setback of 30 feet. Parking is permitted to be at the rear of lots, with landscape screening parking and buildings from public view.

## POLICIES





# Planning Areas D and E

Urban Form

Notes

## Landscape Edges

### Objective 0-4

To reinforce the character and spirit of Coyote Creek County Park, landscape around private development shall emphasis native tree, shrubs, and flowers to reduce maintenance and ensure longevity.

### Policy P-1

Landscape plantings shall be utilized to screen buildings in open or prominent areas from significant views or degrade the scenic attractiveness as viewed from public streets or parks. Landscaping shall be compatible with native vegetation.

POLICIES

Notes

